Name of the Port	2000-01	2001-02	2002-03
Visakhapatnam	44.69	44.34	46.01
Ennore*	—	3.40	8.49
Chennai	41.22	36.12	33.69
Tuticorin	12.28	13.02	13.29
Cochin	13.12	12.06	13.00
New Mangalore	17.89	17.50	21.43
Mormugao	19.63	22.93	23.65
Jawaharlal Nehru	18.58	22.52	26.84
Mumbai	27.06	26.43	26.80
Kandla	36.74	37.73	40.63

*Port became operational with effect from 22.06.2001.

(b) In the State of Tamil Nadu there are three major ports *viz.* Ennore Port, Chennai Port Trust and Tuticorin Port Trust which are under the administrative control of Government of India. There is no on-going project being undertaken by State Government of Tamil Nadu in any of these three Major Ports. Other ports in Tamil Nadu are under the administrative control of State Government of Tamil Nadu.

Decline in the demand for Sea Cadets

2120. SHRIMATI BIMBA RAIKAR:Will the Minister of SHIPPING be pleased to state:

(a) whether there has been a step decline in the demand for sea cadets and if so, whether more than 50,000 trained cadets are still unemployed;

(b) whether in view of the over supply of trained cadets Government would impose restrictions on registration of new institutes; and

(c) when a slump in demand for sea cadets was forecast by the global shipping industry, why Government had thrown open the field of maritime education to the private sector?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIPKUMAR MANSUKHLAL GANDHI): (a) No, Sir. However, there is an over supply against the demand. Due to over supply, a large number of sea cadets remain unemployed at a given point of time.

(b) and (c) The Government of India in 1997 had thrown open the maritime training to the private sector in view of the liberalization policy. Over supply of ratings was forecast much later. Keeping in view the over supply, now it has been decided in consultation with the industry, training institutes and Seafarers Unions, to impose a partial ban on approval of new training institutes for rating, for a period of 2 years with effect from May, 2003.

Efficiency of Major Ports

2121. DR. DASARI NARAYANA RAO: Will the Minister of SHIPPING be pleased to state:

(a) the efforts made to increase efficiency and revenue of the major ports of the country during the last five years, year-wise and port-wise; and

(b) the results thereof, port-wise?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIPKUMAR MANSUKHLAL GANDHI): (a) and (b) Improvement in efficiency in Major Ports is an ongoing process. To increase efficiency of major ports, the following major steps have been taken from time to time in relation to major ports:—

(i) Construction and equipment of new berths/terminals;

(ii) Replacement of existing equipment with the state-of-art equipment on existing berths;

(iii) Labour training and improvement in management practices for achieving higher efficiency output;

(iv) Private sector involvement in the development and operation of port facilities to bring out additional investment and modern techniques for greater efficiency;

(v) Computerisation of port working and partial induction of Electronic Data Interchange; and